

# Transportation and Pedestrian Initiatives

## Transportation Goals

- ✓ To provide long range transportation planning for new capacity roadway improvements.
- ✓ To identify potential locations for major transit facilities such as future rail stations and park-and-ride sites.
- ✓ To enhanced public transportation corridors which will require further study to identify the feasibility of alternative modes and levels of service.

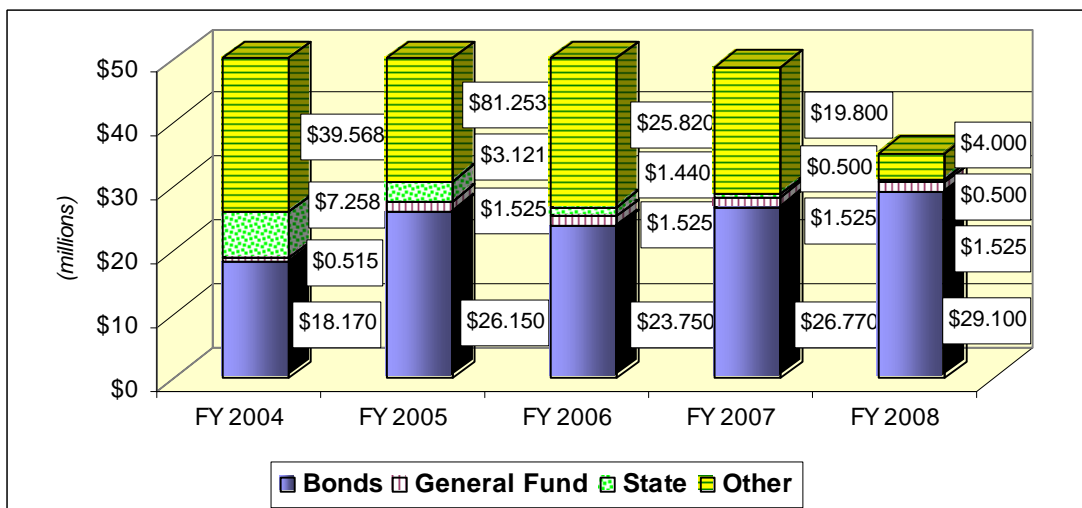
## Pedestrian Initiatives Goals

- ✓ To provide a system of alternative transportation links between residential, educational and commercial activity centers oriented to the non-motorized user.

## Five-Year Program Summary (in millions)

Program Area	Authorized/ Expended Thru FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	Total FY 2004 - FY 2008	Total FY 2009 - FY 2013	Total Program Costs
Revenue Sharing	\$0	\$3,881	\$500	\$500	\$500	\$500	\$5,881	\$2,500	\$8,381
Fairfax County Road Projects	9,485	2,160	3,830	2,400	2,650	150	11,190	750	21,425
Public Transit	321,525	55,682	103,001	46,598	44,070	33,100	282,451	136,900	740,876
Pedestrian Initiatives	5,131	3,788	4,718	3,037	1,375	1,375	14,293	1,875	21,299
<b>Total</b>	<b>\$336,141</b>	<b>\$65,511</b>	<b>\$112,049</b>	<b>\$52,535</b>	<b>\$48,595</b>	<b>\$35,125</b>	<b>\$313,815</b>	<b>\$142,025</b>	<b>\$791,981</b>

## Source of Funding



## Transportation and Pedestrian Initiatives

### PROGRAM DESCRIPTION

Transportation facilities and services in Fairfax County are primarily provided by the Virginia Department of Transportation (VDOT) which owns, constructs and maintains nearly all the roads in Fairfax County, and by the Washington Metropolitan Area Transit Authority (WMATA) which provides the majority of all public transit service in the region. In addition to the transportation planning done by these two agencies, the Metropolitan Washington Council of Governments (COG) is responsible for ensuring regional compatibility of all transportation plans, a prerequisite for the expenditure of federal funds for any transportation project.

#### LINK TO THE COMPREHENSIVE PLAN

Fairfax County's Comprehensive Plan has established a number of objectives and policies in order to:

- ✓ Provide the basis for transportation planning efforts including major new capacity roadway improvements and potential locations for major transit facilities such as future rail stations and park-and-ride sites.
- ✓ Enhance public transportation corridors and conduct further study to identify the feasibility of alternative modes and levels of service.
- ✓ Provide non-motorized access (e.g., sidewalks, pedestrian crosswalk signals and markings, trails, and secure bicycle parking) and user amenities (e.g., paved waiting areas, bus shelters and route/schedule information) to make transit services and facilities more convenient and attractive.

Source: 2000 Edition of the Comprehensive Plan, as amended

### CURRENT PROGRAM INITIATIVES

Transportation legislation and Federal public transportation grants continue to change the way that Fairfax County programs and implements transportation. At the Federal level, the Intermodal Surface Transportation Efficiency Act of 1991 and the Clean Air Act Amendments of 1990 require a rigorous air quality impact assessment of all transit and highway projects both at the programming level and at the specific project level. In addition to air quality legislation, the Americans with Disability Act requires all public and private providers of transportation services to provide accessible services to those with disabilities. These provisions impact transit services operated by WMATA and Fairfax County as well as the para-transit services operated by the County.

In addition, the Federal Transportation Equity Act for the 21st Century (TEA-21) was approved in 1998, providing multi-modal funding for both transit and highway projects. This reauthorization continues to emphasize inter-modal funding flexibility between highways and transit and includes Congestion Mitigation and Air Quality (CMAQ) improvement program funding. Funding levels have been increased and the role of regional and local planning has been strengthened.

Projects in Fairfax County are eligible to receive Federal funding through TEA-21 from a variety of funding programs, including the Surface Transportation Program (STP) and Congestion Mitigation Air Quality Improvement Program (CMAQ). Funding provided through the CMAQ program is designed to assist States in attaining the Federal air quality standards for ozone and carbon monoxide. This changing regulatory and funding environment provides the County with special challenges and opportunities. One of the important results is increasing multi-modal competition for project programming and implementation. In addition, air quality considerations may delay or scale back major roadway projects while supporting short-term Transportation System Management (TSM) and Transportation Demand Management (TDM) solutions.

To support many of the Federal transportation initiatives to reduce congestion and air pollution, the County and VDOT have advanced an ambitious multi-modal program for interstates and expressways which involves building High Occupancy Vehicle (HOV) lanes, park-and-ride lots, and new transit facilities. These improvements have significantly improved commuting for those who rideshare or use public transit.

Funding for public transportation in Fairfax County includes Federal aid, State aid, State bonds, County bonds, and the General Fund.

## **Highways**

The Virginia Department of Transportation (VDOT) is responsible for the construction and maintenance of roads in the interstate, primary and secondary highway systems. Funds are allocated for these purposes through federal and state laws, and various combinations of federal-state fund matching are utilized for construction and maintenance. The programming of highway construction and improvements is derived from the priorities for the interstate system, the state's primary highway system, and the secondary road system aimed at accommodating traffic demands. In addition, implementing the Countywide transportation plan, based on the Comprehensive Plan, has enabled the County to provide guidance to VDOT concerning the allocation of highway funds and the identification of projects to be funded by County bonds.

Programming VDOT's highway funds to specific projects occurs in two basic categories. The first category includes interstate and primary highways while the second category relates to the secondary road systems in the County. Different programming mechanisms are used for these two categories. While interstate and primary highway funds are allocated by construction district and then to specific projects, secondary road system funds are specifically allocated by County. Formal citizen participation is a part of both programming mechanisms.

The Interstate and Primary Six Year Program is prepared annually by VDOT in conjunction with their annual budget. Allocations are made at the District level; therefore, projects in Fairfax County compete with those in other counties in the Northern Virginia District for these allocations. VDOT holds public hearings each year and receives input from the Board of Supervisors in preparing and finalizing these project allocations. The Secondary System Construction Program is prepared jointly by VDOT and Fairfax County and adopted by the Board of Supervisors. Subsequently, it is approved by the Commonwealth Transportation Board and guides the annual construction budgets. Initially, the Program was updated biannually and beginning with the FY 1997 - 2001 Program, this update has been completed each year. An important element of the VDOT Six Year Program is a significant increase in the use of alternative revenue sources to finance priority transportation projects. The State is utilizing Federal Reimbursement Anticipation Notes (FRANs) to accelerate the full financing of selected transportation projects. These 10-year notes will be paid from anticipated future federal allocations.

The projects funded by VDOT are included in the Fairfax County CIP for information purposes only. The allocation of funds to these projects is the subject of VDOT public hearings held separately from the County CIP process. Although the County is not funding the projects and has no direct responsibility for the construction and improvement of the road system, the provision of a road system to adequately serve the needs of the County is of major concern to Fairfax County and its citizens. Therefore, to give a more complete picture of the transportation projects programmed in Fairfax County, the VDOT programs are included herein for information purposes. To supplement the VDOT programs, other funds and programs have been established and are also included in the CIP.

Section 33.1-75.1 of the Code of Virginia enables the County to designate up to \$500,000 in County funds for improvements to the secondary and primary road systems, with these funds to be equally matched by VDOT funds limited to a maximum of \$10,000,000 matching VDOT funds statewide. This program is referred to as the Revenue Sharing Program, and provides that VDOT match the County funds as a priority before allocating monies to its road systems. Therefore, the use of these funds results in a net increase of State funds available for road construction in the County.

On May 15, 2002, VDOT held a state-wide teleconference to announce the Department's proposed Six-Year Plan for FY 2003 to FY 2008. The plan contains \$3.0 billion less funding than the \$10.1 billion program approved by the Commonwealth Transportation Board in December 2001. The Fairfax County projects affected fall into several categories: those which are scheduled for construction in the next six years; those that will receive money only for preliminary engineering, design and right-of-way acquisition; and those that were previously funded but are now eliminated from the plan.

## **Public Transportation**

Public transportation in Fairfax County includes several different types of capital facilities programmed to move people effectively throughout the transportation network in the County and the region. Primary capital facilities include Metrorail, Metrobus, FAIRFAX CONNECTOR, commuter park-and-ride lots, and commuter rail related projects. The County's role with neighboring Virginia jurisdictions, the Washington, D.C. region, and State and Federal entities varies from project to project.

The CIP does not include specifics on the Dulles Corridor Rapid Transit Project. Currently, the State, WMATA, and the local jurisdictions, including Fairfax County, are working together to advance this multi-year major capital investment. At this time final stages of the Environmental Impact Statement (EIS) are in progress. On October 28, 2002, the Board of Supervisors endorsed the extension of Metrorail from the East and West Falls Church Metrorail Stations to Dulles Airport and Loudoun County as the Locally Preferred Alternative (LPA). The WMATA Board and the Commonwealth Transportation Board (CTB) approved the LPA in late 2002. The LPA has been forwarded to the Federal Transit Administration (FTA) for review. The state will seek a Full Funding Grant agreement from FTA in 2003. Once the EIS is completed, it will be forwarded to the FTA for Record of Decision.

### **Metrorail**

The Washington Metropolitan Area Transit Authority (WMATA) was created on February 20, 1967, according to an interstate compact between Virginia, Maryland, and the District of Columbia by Public Law 89-744 approved on November 6, 1966. On March 1, 1968, the construction and operation of a 98-mile rapid transit rail system with 86 stations serving the national capital region was approved by WMATA. The National Capital Transportation Act was enacted in December 1969, authorizing the construction of the system and provided Federal support for the Adopted Regional System (ARS). Since that time, there have been several modifications to the ARS, and the system, which currently is approximately 103 miles long.

There are five stations located in Fairfax County. They are the West Falls Church-VT/UVA, Dunn Loring-Merrifield, and Vienna-Fairfax/GMU Stations on the Orange line, the Franconia-Springfield Station on the Blue line, and the Huntington Station on the Yellow line. The Van Dorn Station on the Blue line is located in Alexandria but also serves transit riders of Fairfax County. Funding for the construction of the originally estimated \$2.555 billion Metrorail system was initially predicated upon a direct Congressional appropriation of \$1.147 billion, net proceeds from federally guaranteed WMATA revenue bonds of \$.835 billion and direct local contributions of \$.573 billion, of which Fairfax County's share was \$61.9 million. Following the execution of the original 1970 Metrorail capital contributions agreement and satisfaction of the original commitment by the local jurisdictions, the cost of the system has been re-estimated at significantly higher levels. The current estimate for the full 103-mile ARS is \$9.3 billion. Five interim capital contribution agreements between WMATA and the participating political jurisdictions have been executed to fund the construction of the Metrorail system. Most recently each WMATA member jurisdiction executed a Local Funding Agreement (LFA) with WMATA which sets forth the terms and conditions of local commitments that will support the Fifth Interim Capital Contributions Agreement (ICCA-V). Fairfax County's total local commitment to complete construction of the 103-mile Metrorail system is \$113 million.

### **Metrobus**

The WMATA Board of Directors payment policy requires local jurisdictions to pay their respective shares of the estimated operating deficits of the bus system and capital costs for new buses, old vehicle refurbishment, maintenance facility modernizations, bus shelter installation, and other miscellaneous improvements. The non-federal share of capital expenditures for the WMATA bus system are shared by Fairfax County and other local jurisdictions in the Washington metropolitan region. For FY 2004, it is anticipated that state funds will be used to meet Fairfax County's bus capital obligation for WMATA.

### **Metro Infrastructure Renewal Program**

In response to concerns about the future viability of the Metrobus system, WMATA established the Regional Mobility Panel in 1997. The Panel, consisting of elected officials, business people, labor representatives and citizens, was charged with preparing recommendations for improving the region's bus system and for funding WMATA's Rehabilitation and Replacement Program, now called the Infrastructure Renewal Program (IRP). The IRP includes both bus and rail capital projects which are necessary as the bus and rail infrastructure grows older. WMATA staff has identified the need to significantly increase the funds spent to repair and replace these capital assets.

The Regional Mobility Panel identified a projected annual regional shortfall in the WMATA Rehabilitation and Replacement Program of approximately \$100 million. It also strongly endorsed the concept that the federal government, as the largest employer in the region, should contribute a substantial portion of the funds needed to eliminate this projected shortfall. Subsequently, the Board of Supervisors endorsed the Interjurisdictional Funding Agreement (IFA). As part of the IFA, Fairfax County and the other jurisdictions agreed to gradually increase their share of the IRP each year to match the increased federal funding for this program which was approved as part of the Transportation Equity Act for the 21st Century (TEA-21). The federal share varies by year, but is generally about 67 percent of the program. Fairfax County's share of the IRP is expected to increase in stages from approximately \$0.5 million in FY 1999 to approximately \$29.1 million in FY 2008, assuming no state participation and the federal funding levels approved in TEA-21. County bond funds and state transportation bond funds are available to pay for a portion of this increase. Additional revenue will be needed to fully fund this program.

### **Other Metro Programs**

In recent years, Metro has initiated two other capital programs, the System Access Program (SAP) and the System Expansion Program (SEP). Collective with the IRP, these programs comprise Metro's Capital Improvement Program. The SAP is designed to provide additional access to the existing Metrorail and Metrobus systems to meet growing demand. This program includes additional new rail cars, buses and parking spaces. The SEP is designed to accommodate expansions and extensions to the existing system including extending the rail system to Dulles Airport. Projects included in this program are funded on a reimbursement basis by the jurisdictions that requested them. A small amount of funding is available regionally on an annual basis for feasibility studies and conceptual design work.

### **FAIRFAX CONNECTOR**

In 1985 the FAIRFAX CONNECTOR System began operations providing service to the Huntington Metrorail Station. This service consisted of ten routes with 33 transit buses. Between 1988 and 1993 the system was expanded to include service to Van Dorn Metrorail Station, Springfield Mall, Tysons Corner Center, Dunn Loring-Merrifield Metrorail Station, Vienna/Fairfax – GMU Metrorail Station, and the Pentagon Metrorail Station. In 1994, the FAIRFAX CONNECTOR system implemented a major expansion of 16 routes serving the Reston-Herndon area to West Falls Church Metrorail Station and the Pentagon Metrorail Station. Service was expanded again in 1997 to the new Franconia/Springfield Metrorail Station and by 2001 bus service included the Dulles Corridor and a cross-county route from the Fairfax County Government Center to Reston Town Center via Fair Lakes. Actual operations in 2002 included 56 routes serving 11 Metrorail Stations with 163 transit buses.

### **Dulles Corridor Park-and-Ride Program**

In April 1989, Fairfax County completed the Dulles Airport Access Road Corridor Transit Alternatives Study. The study recommended and the Board of Supervisors endorsed implementation of the express bus alternative in such a way as to preserve the option of future rail service in the Corridor. A grant application was forwarded to FTA in December 1990 for \$36 million of FTA funds to be matched with \$12 million of County General Obligation Bonds. On November 6, 1990, County voters approved the \$12 million local match. Additionally, local developers proffered \$1.2 million for improvements in the corridor.

Congress authorized \$36 million for this project, and FTA has appropriated \$34.2 million in increments to date. These federal dollars along with local bond funds were used to construct the 827 space Reston East at Wiehle Avenue Park-and-Ride facility (opened January 1997), and the 1,740 space Herndon Monroe Park-and-Ride facility (opened in July 1999). These facilities provide all day parking for persons wishing to travel by bus or carpool to Tysons Corner, Reston Town Center, or the West Falls Church-VT/UVA Metrorail Station. The Fairfax County Board of Supervisors has approved funds for a feasibility study to be conducted in the vicinity of Reston East Park-and-Ride to determine how future parking demand will be addressed.

The Board of Supervisors and the FTA have approved using the remaining grant funds for other projects in the Dulles Corridor. The most significant project is the construction of slip ramps (under construction) between the Dulles Airport Access Road (DAAR) and the Dulles Toll Road (DTR) to allow buses to use the DAAR more efficiently. Other projects include preliminary design costs for an additional park-and-ride lot (location to be determined by the feasibility study), adding a canopy over the bus bay platform waiting areas at the Herndon-Monroe Park-and-Ride lot (under construction), and passenger amenity improvements at the Rolling Valley Park-and-Ride lot.

The Dulles Corridor Park-and-Ride project also includes two transit centers. The transit centers at Tyson's-West\*Park (opened January 1999), and at Reston Town Center, will serve primarily as bus passenger transfer points. The County has a \$2.0 million Congestion Mitigation and Air Quality (CMAQ) grant to construct the Reston Town Center Transit Center.

#### **Dulles Corridor Express Bus Service**

The Board of Supervisors approved the Dulles Corridor Express Bus Service in FY 1999. This plan was implemented in July 1999, and more than doubled the amount of service in the Dulles Corridor. In FY 1998, the County secured approximately \$8.9 million in surplus Dulles Toll Road revenues to pay for the operating costs of this new service until the end of FY 2001. Subsequently, funding has been approved through FY 2003. The initial agreement with the Commonwealth Transportation Board requires the County to provide the capital facility and buses to operate the additional service. Accordingly, \$825,000 was spent to expand the FAIRFAX CONNECTOR Herndon Operations Center, and the County purchased 20 new buses for the Dulles Corridor service for approximately \$5.0 million. The County paid for these capital facilities and bus expenditures with general funds. The Dulles Corridor Express Bus Service is the first step to increase transit service in the corridor and ultimately construct a rail extension from West Falls Church Metrorail Station to Dulles Airport and Loudoun County.

#### **Additional Park-and-Ride Projects**

The FY 2000 Congestion Mitigation and Air Quality Program includes \$6.1 million for Fairfax County to develop three park-and-ride lots along the Franconia-Springfield Parkway west of I-95, including one in the vicinity of Gambrell Road, one on Backlick Road north and one on Backlick Road south of the Parkway. These facilities are intended to reduce the number of single occupant vehicles using the Springfield Interchange while it is reconstructed, and to supplement parking at the Franconia-Springfield Metrorail Station which is at capacity.

In support of revitalization efforts in the Springfield Central Business District (CBD), and in light of the effects of major highway construction undertaken by VDOT at the Springfield Interchange, the County commissioned market and transportation studies and has been working with the community on community revitalization planning and visioning efforts. These efforts resulted in the recent adoption of a Comprehensive Plan Amendment for the Springfield CBD. The Amendment put in place land use provisions that support development of a town center concept with a mix of commercial and residential uses. The Comprehensive Plan Amendment provides for construction of a commuter parking facility with the potential for shared parking arrangements to accommodate the parking needs generated as a result of County revitalization activities in the CBD, as well as commuters.

#### **Richmond Highway Transit Improvements**

The Northern Virginia Transportation Commission completed a U.S. Route 1 Transit Study. The study recommended \$5.3 million short-term transit, pedestrian and Intelligent Transportation Systems (ITS) improvements in the corridor, including transit centers, park-and-ride lots, bus shelters, trails and crosswalks. The County has been seeking funding from a variety of sources to implement these improvements. Approximately \$2.0 million has been secured to date through a CMAQ grant.

### **Commuter Rail**

Fairfax County, as a member of the Northern Virginia Transportation Commission (NVTC), and in cooperation with the Potomac and Rappahanock Transportation Commission (PRTC), participates in the development of plans, budgets, agreements and capital projects for the operation of the Virginia Railway Express (VRE) commuter rail service. VRE operates peak period service on the CSX Transportation line from Fredericksburg to Union Station and on the Norfolk Southern Railway line from Manassas to Union Station. Fairfax County has five stations operating in the system. Each of these facilities includes parking lots, station platforms, fare equipment and user amenities.

VRE has completed a strategic plan, the Virginia Railway Express – Phase I Strategic Plan, June 2002, which outlines short-term and medium and long-range capital needs. The Fairfax County Board of Supervisors endorsed this plan on August 5, 2002. Ridership in the VRE system, including Fairfax County, continues to grow at a steady pace. Current ridership is above 13,000 average daily riders and is anticipated to be 14,000 daily by FY 2004. As a result, more parking, rail cars, new stations and station improvements, rolling stock storage, and track improvements are needed to keep pace with the demand. Details of these capital improvement needs are outlined in the strategic plan. All of Fairfax County's VRE stations (Burke Centre, Rolling Road, Lorton, Backlick and Franconia-Springfield) are affected or will affect the system's growth. Parking is a particular issue for Fairfax County at the Burke Centre and Rolling Road facilities. These facilities are currently being examined in a feasibility study, which began in the fall of 2002, to determine the type and size of parking lot required at Burke Centre, as well as, analyze options for additional parking at the Rolling Road Station.

### **Pedestrian Initiatives**

Pedestrian initiatives in the County support non-motorized transportation alternatives, including: the Sidewalk Program and the Trail Program. The Sidewalk Program is directed toward the provision of safe walking conditions for the public school students of the County in cooperation with the School Board. The Trail Program was developed in recognition of the general lack of safe paths for non-motorized transportation. Trails are intended to serve the recreation and transportation needs of pedestrians, bicyclists, and equestrians. In addition, Fairfax County has been working to improve pedestrian safety through implementing recommendations from the Transportation Advisory Commission after hosting a pedestrian summit. Improvements will include pedestrian safety initiatives such as better "Yield to Pedestrian" signage, increased public awareness through a media campaign, and changing the County code to increase penalties for crosswalk violations by drivers failing to yield the right of way. Other initiatives include: conducting a comprehensive pedestrian safety review of all 7,000 public transit bus stops, working jointly with VDOT to construct pedestrian bridges at busy intersections, and introducing a pilot project to install in-ground illumination for pedestrian safety in the Route 1 area.

## **CURRENT PROJECT DESCRIPTIONS**

The Transportation CIP consists of projects presented in five program sections: Revenue Sharing Projects, Fairfax County Road Projects, Public Transportation Projects, Pedestrian Initiatives, and an Information Only section consisting of road projects that are included in the Virginia Six-year Plan. This plan can be accessed through VDOT's web site, [www.VirginiaDOT.org](http://www.VirginiaDOT.org).

### **REVENUE SHARING PROJECTS**

1. **Future Revenue Sharing Match from VDOT.** \$2,500,000, for the CIP period \$500,000 per year, for projects to be determined.
2. **Columbia Pike/Spring Lane/Carlin Springs Road.** \$155,000 for construction of left turn lanes on Columbia Pike. (\$77,500 County funds, \$77,500 VDOT Revenue Sharing Program funds).
3. **Prosperity Avenue/Lee Highway.** \$215,000 for construction of right turn lane on Prosperity Avenue. (\$107,500 County funds, \$107,500 VDOT Revenue Sharing Program funds).
4. **Popes Head Road.** \$305,000 for curve realignment between O'Faly Road and Ladue Lane. (\$152,500 County funds, \$152,500 VDOT Revenue Sharing Program funds).

5. **Popes Head Road.** \$249,000 for curve realignment between Ladue Lane and Pope's Head Creek. (\$124,500 County funds, \$124,500 VDOT Revenue Sharing Program funds).
6. **Poplar Tree Road/Stringfellow Road.** \$135,000 for construction of an additional lane at Stringfellow Road. (\$67,500 County funds, \$67,500 VDOT Revenue Sharing Program funds).
7. **Lee Highway.** \$2,322,000 to initiate design for widening to six lanes from Shirley Gate Road to Old Centreville Road. (\$1,161,000 County funds, \$1,161,000 VDOT Revenue Sharing Program funds).

#### **FAIRFAX COUNTY PROJECTS**

8. **Board of Road Viewer and Road Maintenance Projects.** This is a continuing program for the maintenance and improvement of roads until acceptance into the State Secondary Road System. Funding provides for survey, engineering, and road construction of projects in the Board of Road Viewers Program. Once improvements are funded and completed, the need for ongoing County maintenance work on the roadway is eliminated. The Road Maintenance project provides funding for maintenance of the roads in Fairfax County not currently included in the Virginia Department of Transportation (VDOT) Secondary Road System. The goal of this program is to ensure the safe operation of motor vehicles through maintenance of these existing County travel-ways. Currently, 54 roads are included in the County program, having a total length of 4.5 miles. Maintenance work includes but is not limited to, grading snow and ice control, replacement of substandard materials, patching of existing travel-ways, minor ditching, and stabilization of shoulders, slopes, and drainage facilities.
9. **VDOT Participation Projects (Roads).** This is a continuing program for certain VDOT construction projects for which the County agrees to participate in accordance with VDOT policy and guidelines. The agreements are executed by both parties in advance of the actual construction and billing does not occur until sometime after construction by VDOT is complete.
10. **Spot Improvement Projects.** \$4,345,000 in general funds and bonds for various spot improvement projects. The Fairfax County Board of Supervisors provided an amount of \$3.02 million for additional projects for this program on May 20, 2002. This is an on-going program and consists of intersection improvements and other miscellaneous transportation improvements.
11. **Advanced Preliminary Engineering.** \$1,530,000 for the Advanced Preliminary Design Program, which was created by the Board of Supervisors to plan for and evaluate the impacts of roadway improvements before their implementation.
12. **South Van Dorn Street III.** \$5,310,000 for the acquisition of an Individual Department of the Army Corps of Engineers permit for a portion of South Van Dorn Street between Telegraph Road and Kingstowne Boulevard. On May 20, 1996, the Board of Supervisors approved funding for land acquisition and archaeological surveys. On September 14, 1998, the Board of Supervisors approved construction funding for the stormwater management improvements required for the Corps of Engineers permit. Stormwater management improvements have been completed on Greendale Golf Course. Roadway construction by the developer started September 2, 2002. Completion is estimated in late spring or early summer 2003.
13. **Fairfax County Parkway Advanced Right-of-Way.** \$5,750,000 to provide right-of-way funding for use along the Fairfax County Parkway.
14. **Route 29/Bull Run Post Office Road.** \$500,000 for the installation of a right turn lane on southbound Route 29, a left turn lane on northbound Route 29, and turn lanes for Bull Run Post Office Road in order to improve road alignment.
15. **Leesburg Pike.** \$180,000 for the addition of a third lane from Pimmit Drive to Idylwood Road.
16. **Shawnee Road.** \$100,000 for upgrades to Shawnee Road from Cherokee Avenue to the end of the cul-de-sac, which will allow the roadway to be accepted into the Virginia Department of Transportation system for maintenance. Additional funding will be provided by the developer of Susquehanna Industrial Park.



17. **Route 1/Mt Vernon Memorial Highway.** \$130,000 for the addition of a left turn lane from northbound Mount Vernon Highway to US Route 1 including traffic signal modifications.
18. **Route 50/Annandale Road.** \$970,000 for the addition of a westbound dual left turn lane and a right turn slip ramp.
19. **Popes Head Road.** \$450,000 for improvement of vertical and horizontal sight distance on Popes Head Road west of McDuffie Lane.
20. **Roberts Road/Braddock Road.** \$370,000 for the addition of a southbound right turn lane on Roberts Road, turning onto westbound Braddock Road.
21. **Telegraph Road/Florence Road.** \$110,000 for spot improvements at Telegraph Road and Florence Lane.
22. **Gallows/Annandale/Hummer Roads.** \$230,000 for spot improvements at the intersection of Gallows Road and Annandale/Hummer roads.

#### **PUBLIC TRANSPORTATION PROJECTS**

23. **Metrorail, 103 Miles.** Pursuant to all Metrorail capital contribution agreements executed by WMATA, the County and other local jurisdictions, Fairfax County is expected to contribute a total of \$235.8 million through FY 2003. The County will have utilized a total of \$125.3 million of County General Obligation Bond funds and interest, \$109.7 million in aid from the Commonwealth of Virginia and \$3.1 million in interest earnings to fund its contribution. The County should fulfill its County/local share required to complete the 103-mile Metrorail system by the end of FY 2003.
24. **Metro Infrastructure Renewal Program (IRP) and System Expansion Program (SEP).** This program includes railcar rehabilitations, escalator overhauls and station enhancements. Fairfax County's share is \$96.7 million from FY 2004 to FY 2008. These expenses were previously paid with state aid, but will be paid with a combination of County General Obligation Bonds and state aid. Fairfax County's share of the WMATA's FY 2004 SEP is \$0.5 million. These funds are used to accommodate expansions and extensions to the existing system. This does not include the cost associated with the Dulles Rapid Transit Project.
25. **Metro System Access Program (SAP).** In FY 2004, Fairfax County's share of the SAP is \$3.5 million. These funds provide additional access to the existing Metrorail and Metrobus systems to meet growing demand. This program includes projects like new rail cars and buses and additional parking spaces.
26. **Fairfax Connector Bus Garage (West Ox).** \$24,180,000 for total capital and start-up costs required for the implementation of this project. This figure includes land acquisition, design and construction of a new maintenance facility required to service additional buses added to the fleet which will serve the Dulles Corridor and the I-66 Corridor. This project will be completed in conjunction with the development of the Camp 30 site.
27. **Herndon-Monroe Park-and-Ride Lot.** \$32,243,000 for construction of an 1,800 space structured parking facility and related roadway improvements near Monroe Street and the Dulles Toll Road as part of the Dulles Corridor TSM program. Although this facility is operational, funds will be expended in FY 2004 to install lighted canopies and other amenities.
28. **Dulles Corridor Slip Ramps.** \$4,500,000 to design and construct three slip ramps to enhance bus service in the Dulles Corridor.
29. **Rolling Valley Park-and-Ride Lot.** \$90,000 to reconfigure the bus travel lane to improve traffic flow and to install additional bus shelters. These amenities are required to accommodate system growth.
30. **Reston South Park-and-Ride Lot.** \$20,000 to purchase and install additional bus shelters at the park-and-ride lot.

31. **Centreville Park-and-Ride Lot.** \$20,000 to purchase and install additional bus shelters at the park-and-ride lot.
32. **Reston Town Center Transit Station.** \$2,000,000 for engineering and construction of a public transit center at the Reston Town Center as part of the Dulles Corridor TSM program.
33. **Bus Shelters.** \$1,819,000 for the installation of bus shelters Countywide. These funds will be used to purchase and install over 100 bus shelters, pads, benches and access improvements in locations throughout the County. The project is funded from several sources including Congestion Mitigation and Air Quality grants, a Transportation Enhancement grant and a Transportation Efficiency Improvement grant. The County and VDOT are working collaboratively to install bus shelters more quickly.
34. **Seven Corners Transit Center.** \$1,000,000 for the construction of a transit center at Seven Corners Shopping Center to encourage transit ridership and reduce congestion. This project will involve the development of a transit center at the Seven Corners Shopping Center in eastern Fairfax County which is a major transfer point for Metrobus passengers in eastern Fairfax County and western Arlington County. CMAQ funds have been approved for this project. These funds will be used to develop an efficient transfer area with bus shelters, information kiosks, landscaping, trash cans, and a reinforced bus bay area and travelway. This facility is currently in the design phase.
35. **Franconia/Springfield Parkway Park-and-Ride Lots.** \$6,642,500 for design, land acquisition and construction of four park-and-ride lots with approximately 1,100 total parking spaces along the Franconia-Springfield Parkway west of I-95. These lots include Gambrill - \$4.0 million; Sydenstricker - \$605,000; Backlick North - \$1.2 million; and Backlick South - \$837,500.
36. **West Falls Church Bus Bay Improvements.** \$1,000,000 to design and construct short-term modifications to the bus bay area at the West Falls Church Metrorail station. This project will allow buses to operate more efficiently, improve the reliability of bus service, relieve congestion and improve circulation of the buses which use this facility.
37. **Reston East at Wiehle Avenue Park-and-Ride Lot Feasibility Study.** \$1,500,000 for a feasibility study to explore joint development use and construction of a park-and-ride facility adjacent to the existing park-and-ride lot.
38. **Reston East Park-and-Ride Lot Expansion.** \$20,000,000 to design and construct a 2,200 space parking garage at the site of the Reston East park-and-ride lot, to meet existing and future demand.
39. **Burke Centre VRE Parking Lot Expansion.** \$3,500,000 for the expansion of the Burke Centre VRE parking lot. Feasibility and engineering study will be completed by spring 2003, at which time the total project costs will be determined.
40. **Richmond Highway Transit Improvements.** \$5,300,000 to begin upgrading pedestrian crossings, improving bus stops, and establishing several transit centers and park-and-ride lots from Gunston Road to Huntington Avenue. The total project estimate has not yet been determined but could reach as much as \$20 million.
41. **Huntington Metro Parking.** \$6,200,000 to fund an additional 500 parking spaces at the Huntington Metrorail station. WMATA entered into a joint development agreement with a private company to build a mixed-use development on a portion of the surface parking lot at the Huntington Metrorail Station. The current Metrorail parking will be moved to a parking structure. As part of the agreement, the developer will pay Metro to build a parking structure to replace the surface parking lot. Approximately \$5.0 million will be funded from WMATA resources. The remaining \$1.2 million will be supported by the County's parking surcharge account.

42. **Franconia-Springfield Parking Garage Expansion.** \$15,800,000 for an additional 1,000 space parking structure at the Franconia-Springfield Metrorail Station. As part of the Virginia Transportation Act of 2000, the General Assembly approved \$13 million for this project. The remaining \$2.8 million will be supported by the County's parking surcharge account. Construction began on this facility in September 2002.

### **PEDESTRIAN INITIATIVES**

43. **Route 50 Pedestrian Improvements.** \$1,440,000 to improve pedestrian access to activity centers along Route 50 from Jaguar Trail to Patrick Henry Drive. This project is supported by CMAQ funds.
44. **Route 50 Pedestrian Bridge.** \$991,000 to install a pedestrian bridge east of Route 7 at Seven Corners Shopping Center. This project is supported by State funds.
45. **State Supported Countywide Trails.** \$2,000,000 for design and construction of four pedestrian facilities: Columbia Pike Trail, Phase II; Soapstone Drive Pedestrian Project; Sunset Hills Road Pedestrian Connection; and pedestrian and transit access improvements in Tysons Corner. This project is supported by CMAQ funds.
46. **Accotink Gateway Trail.** \$1,121,000 for a connecting trail from King Arthur Drive to Wakefield Park. This project is supported by State funds.
47. **Lee Highway Trail.** \$686,000 for a trail in the Lee Highway corridor. This project is supported by CMAQ funds.
48. **Illuminated Pedestrian Crosswalk.** \$40,000 for a pilot project to install in-ground illumination for pedestrian safety on North Kings Highway between Metro Park-and-Ride and Jefferson Drive.
49. **Safety Improvements and Emergency Maintenance of Existing Trails.** This is an on-going project which provides for upgrading and emergency maintenance of existing trails. These upgrades to public standards address safety and hazardous conditions, deterioration of trail surfaces, and the replacement and repair of guardrails, handrails, and pedestrian bridges. Several older trails do not meet current standards, and projects have been designed to alleviate safety problems, including incorrect grades, steep slopes, or obstructions (i.e., power poles/trees that are located too close to the trail). The County is currently responsible for maintaining approximately 550 miles of walkways.
50. **Walkways (Trails and Sidewalks).** This is an on-going project which provides for the installation of trails and sidewalks on a countywide basis as identified by the Non-Motorized Transportation Committee.
51. **VDOT Sidewalk Repairs/Replacement.** This program supports Virginia Department of Transportation (VDOT) participation projects for sidewalk repair and replacement. VDOT will conduct repair and replacement of County maintained sidewalks, where practical and is reimbursed by the County, subject to an agreement approved by the Board of Supervisors. This program allows the County to minimize construction costs by permitting VDOT to conduct repair and replacement of multiple sidewalks within one construction contract. The County is then responsible for reimbursing VDOT at the completion of the project.
52. **Cross County Trail.** \$6,000,000 for a proposed Cross County Trail. This trail is proposed to be 32 miles, of which 27 miles is existing trail and 5 miles will be developed. The trail will travel from Great Falls Park to Alban Road, passing through all nine Magisterial Districts. This project is funded by a variety of sources.
53. **Route 236, Little River Turnpike.** \$575,000 for a pedestrian bridge at Oasis Drive.
54. **Columbia Pike Trail.** \$103,000 for construction of the Holmes Run segment of the trail. This project is supported by the County Walkways Program and state grant funds.

55. **Great Falls Street Trail.** \$593,000 for the construction of a 990 foot trail between Crutchfield Street and Hutchinson Street. This project is supported by the County Walkways Program and state grant funds.

**VDOT SIX-YEAR PLAN INTERSTATE SYSTEM CONSTRUCTION PROGRAM**

- I-66.** \$2,500,000 for preliminary engineering for widening from the District of Columbia to I-495.
- I-66.** \$3,814,000 for a traffic management system from Route 50 to the District of Columbia.
- I-66.** \$7,492,000 for roadway lighting from I-495 to Route 234 in Prince William County.
- I-66.** \$10,000,000 for a location study and EIS of rail and road widening impacts from I-495 to Route 15 in Prince William County.
- I-66.** \$12,000,000 for preliminary engineering for interchange improvements at I-495.
- I-95.** \$1,588,000 for the expansion of a commuter parking area at Lorton Road.
- I-95.** \$11,177,000 for the widening of I-95 (provide fourth lane) between the Fairfax County Parkway and the Prince William County Line.
- I-95.** \$116,098,000 for preliminary engineering and right-of-way acquisition for interchange modifications at I-395/495.
- I-95.** \$450,000 for stream mitigation at Backlick Run at I-395/495.
- I-95.** \$133,000,000 for interchange modifications and bridge construction at Commerce Street, Franconia Road/Old Keene Mill Road and I-95 northbound south of the I-95/395/495 interchange. (Phases II and III of the project.)
- I-95.** \$178,500,000 for improvements to I-95 southbound HOV lanes south of the I-95/395/495 interchange and improvements on the inner and outer loops of I-495. (Phase IV of the project.)
- I-95.** \$95,500,000 for improvements to I-495 (Capital Beltway) west of the I-95/395/495 interchange. (Phase V of the project.)
- I-95.** \$113,000,000 for improvements to various connecting ramps at the I-95/395/495 interchange. (Phase VI and VII of the project.)
- I-495.** \$71,458,000 for construction of HOV connecting ramps at the I-95/395/495 interchange. (Phase VIII of the project.)
- I-95.** \$10,154,000 for TDM and Transit programs to address congestion management during I-95/395/495 interchange construction.
- I-95.** \$9,081,000 for incident management during the I-95/395/495 interchange construction.
- I-95.** \$847,000 for local area network operations to address congestion management during I-95/395/495 interchange construction.
- I-95.** \$7,918,000 to provide public information to address congestion management during I-95/395/495 interchange construction.
- I-95.** \$6,000,000 for an information center at Springfield Mall during I-95/395/495 interchange construction.
- I-95.** \$104,000 for highway advisory radio in the Springfield/Van Dorn area.

**I-95.** \$505,310,000 of Virginia's committed and anticipated funds for construction of the Woodrow Wilson Bridge.

**I-395.** \$2,999,000 for a traffic management system from I-495 to the District of Columbia.

**I-495.** \$4,291,000 for preliminary engineering to construct a fifth lane (HOV) in each direction between I-95/395 and I-66.

**I-495.** \$4,067,000 for preliminary engineering to construct a fifth lane (HOV) in each direction from I-66 to the Dulles Access Toll Road.

**I-495.** \$1,802,000 for preliminary engineering from the Dulles Access Toll Road to the American Legion Bridge.

**I-495/I-95.** \$500,000 for preliminary engineering related to interim roadway lighting from the Woodrow Wilson Bridge to the American Legion Bridge.

**I-495.** \$2,695,000 to construct a noise barrier at West Langley.

**Commuter Parking Districtwide.** \$175,000 for preliminary engineering for the construction of commuter parking lots in major highway corridors.

#### **VDOT SIX-YEAR PLAN PRIMARY SYSTEM CONSTRUCTION PROGRAM**

**Route 1 - Richmond Highway.** \$23,014,000 for widening between Telegraph Road and Lorton Road.

**Route 1 - Richmond Highway.** \$6,788,000 for a location study and preliminary engineering for roadway widening from the City of Alexandria to the Stafford County Line.

**Route 1 - Richmond Highway.** \$20,000 for advance signal detection at Huntington Avenue.

**Route 7 - Leesburg Pike.** \$3,747,000 for preliminary engineering and right-of-way only for widening to 6 lanes from the Loudoun County Line to Reston Parkway.

**Route 7 - Leesburg Pike.** \$6,400,000 for preliminary engineering for widening to 6 lanes from Reston Parkway to the Dulles Toll Road.

**Route 7 - Leesburg Pike.** \$79,000 to extend a left turn lane at Gosnell Road.

**Route 7 - Leesburg Pike and Route 123.** \$2,997,000 for spot improvements.

**Route 7 - Leesburg Pike and Route 606.** \$475,000 for intersection improvements.

**Route 28 - Sully Road.** \$70,000,000 to supplement funds generated by the Dulles Tax District Corridor for six interchange improvement projects in Fairfax and Loudoun County. The Fairfax interchanges are Westfields Boulevard, McLearen Road, and Barnesfield Road.

**Route 29 - Lee Highway.** \$6,000,000 for preliminary engineering to widen to 5 and 6 lanes from I-495 to Espana Court.

**Route 29 - Lee Highway.** \$42,067,000 for construction of an interchange with Route 28.

**Route 50 - Lee-Jackson Memorial Highway.** \$147,000 to extend the westbound left turn lane at Pleasant Valley Road.

**Route 50 - Lee-Jackson Memorial Highway.** \$11,458,000 to widen from Centreville Road to Stringfellow Road.

**Route 123 - Ox Road.** \$142,311,000 for preliminary engineering, right-of-way acquisition, bridge construction over the Occoquan River, and widening to 4 lanes on 6 lanes of right-of-way from Burke Lake Road to the Prince William County Line.

**Route 123 – Dolley Madison Boulevard.** \$7,372,000 for widening from I-495 to the Dulles Access Toll Road.

**Route 123.** \$445,000 for intersection improvements at Braddock Road.

**Route 193 – Georgetown Pike.** \$260,000 for traffic calming measures from Route 123 to Route 7.

**Route 228 - Dranesville Road.** \$18,626,000 for widening to four lanes and landscaping from Route 7 to the Herndon corporate limit.

**Route 235 – Mount Vernon Traffic Circle.** \$15,000 for preliminary engineering to improve the approach to the Mount Vernon Traffic Circle.

**Route 236 – Little River Turnpike.** \$8,533,000 for construction of turn lanes, signal improvements, and spot safety improvements from Hummer Road to the City of Fairfax and Lake Drive to Pickett Road.

**Route 236 – Little River Turnpike.** \$859,000 for intersection improvements at Backlick Road.

**Route 236 – Little River Turnpike.** \$575,000 for a pedestrian bridge at Oasis Drive.

**Smithsonian Air & Space Museum Annex.** \$25,978,000 for construction of site access, service roads and parking lots.

**Techway – Potomac River Crossing.** \$400,000 for a feasibility study of a crossing of the Potomac River from the Dulles Access Toll Road to Maryland.

**Mass Transit.** \$8,400,000 for districtwide mass transit initiatives.

**Federal Reimbursement Anticipation Notes (FRAN).** \$25,444,000 for district FRAN funding interest payments.

**Tri-County Parkway.** \$4,000,000 for preliminary engineering between the Route 234 Bypass and Braddock Road.

**Traveler Information Services (Districtwide).** \$8,300,000 to develop a traveler information service.

**Signal Optimization.** \$2,540,000 for optimization of a region-wide signal system.

**Route 7900 – Franconia-Springfield Parkway.** \$6,014,000 for preliminary engineering and right-of-way acquisition for an SOV connection at I-95.

#### **VDOT SIX-YEAR PLAN TOLL ROAD IMPROVEMENT PROGRAM**

**Route 267.** \$1,030,000 for toll booth modifications.

**Route 267.** \$3,682,000 to add toll collection capacity at the Spring Hill Road on-ramp.

**Route 267.** \$105,000 to update and restore the security system at the toll road administration building.

**Route 267.** \$910,000 for the installation of variable message signs.

**Route 267.** \$270,000 for toll booth modifications including modifications to a vault elevator and loading dock.

**Route 267.** \$3,935,000 set-aside for Western Regional Park-and-Ride construction.

**Route 267.** \$4,640,000 for design of interchange improvements at Hunter Mill Road.

**Route 267.** \$1,519,000 set-aside for bus service equipment dedicated for service to the Smithsonian Air & Space Museum.

**Route 267.** \$21,076,000 set-aside for express bus service in the Dulles Corridor.

**Route 267.** \$1,000,000 set-aside for preliminary engineering and NEPA analysis for express bus service.

**Route 267.** \$973,000 to strengthen the shoulder on eastbound Dulles Airport Connector Road-Way transit set-aside.

**Route 267.** \$2,750,000 set-aside for HOV marketing.

**Route 267.** \$50,000 to study the feasibility of installing variable message signs.

**Route 267.** \$2,915,000 for modifications to Smart Tag lanes for an open lane concept.

**Route 267.** \$50,000 for the design and interaction of an integrated payment system.

**Route 267.** \$5,600,000 for ramp improvements at I-495.

**Route 267.** \$600,000 to update the major investment study for the Dulles BRT system.

**Route 267.** \$496,000 set-aside for transit equipment purchases.

**Route 267.** \$4,325,000 for repayment of Fairfax County notes.

**Route 267.** \$16,644,000 for other highway improvements.

**Dulles Corridor.** \$75,513,000 for transit improvements.

#### **VDOT SIX-YEAR PLAN HAZARD ELIMINATION AND SAFETY PROJECTS**

**Route 7 – Leesburg Pike.** \$475,000 for construction of a dual right acceleration lane and removal of right-turn lane signal at Route 606.

**Route 28.** \$20,000 to provide a new signal detection system approaching Route 7783 (New Braddock Road).

**Route 50 - Arlington Boulevard.** \$65,000 to construct a median at Annandale Road.

**Route 50 – Arlington Boulevard.** \$408,000 for the installation of a median barrier and fence from the Route 7 overpass to Patrick Henry Drive.

**Route 193 – Georgetown Pike.** \$593,000 to lower the vertical curve of the roadway at the intersection with Riverbend Road and Nethercliffe Hall Road.

**Route 609 – Pleasant Valley Road.** \$1,277,000 for reconstruction of the horizontal alignment at various sections of the roadway between Braddock Road and Elklick Run.

**Route 654 – Popes Head Road.** \$1,470,000 to straighten a curve between Lewisham Road and Offlay Road.

**Route 620 - Braddock Road.** \$190,000 to add an acceleration lane from Ravensworth Road to I-495.

**Route 636 - Hooes Road.** \$225,000 to improve curve.

**VDOT SIX-YEAR PLAN SECONDARY SYSTEM CONSTRUCTION PROGRAM**

**Fairfax County Parkway.** \$50,061,000 for right-of-way acquisition from Route 7 to the Dulles Access Toll Road, and preliminary engineering from I-66 to Route 1 and Route 7 to I-66.

**Route 611 – Telegraph Road.** \$29,000,000 to widen to four lanes from Fairfax County Parkway to Richmond Highway.

**Route 611 – Telegraph Road.** \$11,425,000 to widen to four lanes from South King Street to Van Dorn Street Extended.

**Route 643 – Burke Centre Parkway.** \$2,450,000 to widen to four lanes from Burke Lake Road to Marshall Pond Road.

**Beulah Street.** \$15,575,000 to widen to four lanes from Franconia Road to the Franconia-Springfield Parkway.

**West Ox Road.** \$15,200,000 to widen to four lanes from Lawyers Road to Ox Trail.

**Route 1813 – Ingleside Avenue.** \$326,000 to supplement Federal Safety project allocations for construction of improvements to the intersection with Route 123.

**Route 642 - Lorton Road.** \$27,260,000 to widen to four lanes from Armistead Road to Richmond Avenue.

**Route 657 - Centreville Road.** \$15,000,000 to widen to four lanes from Frying Pan Road to West Ox Road.

**Route 608 – West Ox Road.** \$36,200,000 to widen to four lanes from Penderbrook Drive to Lawyers Road.

**Route 638 - Rolling Road.** \$23,400,000 to widen to four lanes from Old Keene Mill Road to Hunter Village Drive.

**Route 638 - Rolling Road.** \$2,680,000 to connect Fullerton Road.

**Route 645 - Burke Lake Road.** \$8,600,000 to widen to four lanes from Lee Chapel Road to the Fairfax County Parkway.

**Route 684 - Spring Hill Road.** \$7,800,000 to widen to four lanes from Leesburg Pike to International Drive.

**Route 613 – S. Van Dorn Street.** \$53,200,000 to construct an interchange at Franconia Road.

**Telephone Fees for Debt Service.** \$24,100,000 for debt service of roadway improvement bonds to be paid by the collection of telephone service fees.

**Route 615-Yates Ford Road.** \$3,240,000 for improvements from Clifton Road to Chapel Road.

**Route 643-Lee Chapel Road.** \$14,000,000 to widen to four lanes from Old Keene Mill Road to Fairfax County Parkway.

**Unpaved Road Allocation.** \$130,000 for unpaved roads.

**Traffic Services.** \$10,350,000 for new signals, incidental construction, traffic calming, and preliminary engineering and survey services.



**PROJECT COST SUMMARIES**  
**TRANSPORTATION AND PEDESTRIAN INITIATIVES**  
**(\$000's)**




Project Title/ Project Number	Source of Funds	Authorized or Expended Thru FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	Total FY2004-FY2008	Total FY2009-FY2013	Total Project Estimate
Revenue Sharing Program Projects										
1. Future Revenue Sharing Match From VDOT	S	C	500	500	500	500	500	2,500	2,500	5,000
2. Columbia Pike/Spring Lane/Carlin Springs Road	S	0	155					155		155
3. Prosperity Avenue/Lee Highway	S	0	215					215		215
4. Popes Head Road/O'Faly Road	S	0	305					305		305
5. Popes Head Road/Ladve Lane	S	0	249					249		249
6. Poplar Tree Road/Stringfellow Road	S	0	135					135		135
7. Lee Highway/Shirley Gate	S	0	2,322					2,322		2,322
Revenue Sharing Program Projects Subtotal		0	3,881	500	500	500	500	5,881	2,500	8,381
Road Projects										
8. Board of Road Viewer and Road Maintenance Projects / V00000, V00001	G	C	100	100	100	100	100	500	500	1,000
9. VDOT Participation Projects / U00100	G	C		50	50	50	50	200	250	450
10. Spot Improvement Projects / 064212	G, B	3,475	280	590				870		4,345
11. Advanced Preliminary Engineering/ 064130	B	1,180	180	170				350		1,530
12. South Van Dorn Street III/ 064134	B	4,690	400	220				620		5,310
13. Fairfax County Parkway/ Adv R/W / 064149	B	0		1,000	2,250	2,500		5,750		5,750
14. 29/Bull Run Post Office / 064228	B	0		500				500		500
15. Leesburg Pike / 064231	B	0		180				180		180
16. Shawnee Road / 064232	B	0	100					100		100
17. Route 1/Mt. Vernon Memorial Highway / 064234	B	20	60	50				110		130
18. Route 50/Annandale Road / 064235	B	20	480	470				950		970
19. Popes Head Road / 064236	B	80	240	130				370		450
20. Roberts/Braddock / 064237	B	20	210	140				350		370
21. Telegraph/Florence / 006615	X	0	110					110		110

**PROJECT COST SUMMARIES**  
**TRANSPORTATION AND PEDESTRIAN INITIATIVES**  
**(\$000's)**

Project Title/ Project Number	Source of Funds	Authorized or Expended Thru FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	Total FY2004-FY2008	Total FY2009-FY2013	Total Project Estimate
22. Gallows/Annandale/Hummer / 006616	X	0		230				230		230
Road Projects Subtotal		9,485	2,160	3,830	2,400	2,650	150	11,190	750	21,425
<b>Public Transit Facilities</b>										
23. Metro Rail, 103 Miles	S, B	238,100						0		238,100
24. Metro Infrastructure Renewal Program (IRP) and System Expansion Program (SEP)	B	19,350	12,300	13,700	17,500	24,100	29,100	96,700	116,900	232,950
25. Metro System Access Program (SAP)	X	17,812	3,000	62,300	17,100	19,800	4,000	106,200	20,000	144,012
26. Fairfax Connector Bus Garage West Ox / 88A002	B	8,510	2,500	9,000	4,000	170		15,670		24,180
27. Herndon Monroe Park-and-Ride Lot / 90A007	B, F	30,893	1,350					1,350		32,243
28. Dulles Corridor Slip Ramps / 90A011	B, F	4,500						0		4,500
29. Rolling Valley Park-and-Ride Lot / 88A003	B, F	60	30					30		90
30. Reston South Park-and-Ride Lot / 88A004	B, F	0	20					20		20
31. Centreville Park-and-Ride Lot / 88A005	B, F	0	20					20		20
32. Reston Town Center Transit Station	F, G	0	2,000					2,000		2,000
33. Bus Shelter Program	F	500	500	500	319			1,319		1,819
34. Seven Corners Transit Center	S, U	300	700					700		1,000
35. Franconia/Springfield Parkway Park-and-Ride Lots	F	0	3,321	3,321				6,642		6,642
36. West Falls Church Bus Bay Improvements	F, U	0	1,000					1,000		1,000
37. Reston East at Wiehle Avenue Park-and-Ride Lot Feasibility Study / 90A013	B, G	1,500						0		1,500
38. Reston East Park-and-Ride Lot Expansion	F, G	0	4,641	7,680	7,679			20,000		20,000
39. Burke Centre VRE Parking Lot Expansion	F, G	0	2,000	1,500				3,500		3,500
40. Richmond Highway Transit Improvements	F, G	0	5,300					5,300		5,300
41. Huntington Metro Parking	X	0	1,200	5,000				6,200		6,200
42. Franconia/Springfield Parking Garage Expansion	X	0	15,800					15,800		15,800
Public Transit Facilities Subtotal		321,525	55,682	103,001	46,598	44,070	33,100	282,451	136,900	740,876

**PROJECT COST SUMMARIES**  
**TRANSPORTATION AND PEDESTRIAN INITIATIVES**  
**(\$000's)**

Project Title/ Project Number	Source of Funds	Authorized or Expended Thru FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	Total FY2004-FY2008	Total FY2009-FY2013	Total Project Estimate
<b>Pedestrian Initiatives</b>										
43. Route 50 Pedestrian Improvements	S	0		500	940			1,440		1,440
44. Route 50 Pedestrian Bridge	S	0	991					991		991
45. State Supported Countywide Trails	S	0	1,000	1,000				2,000		2,000
46. Accotink Gateway Trail	S	0		1,121				1,121		1,121
47. Lee Highway Trail	S	0	686					686		686
48. Illuminated Pedestrian Crosswalk	G	0	40					40		40
49. Safety Improvements and Emergency Maintenance of Existing Trails	G	C	75	75	75	75	75	375	375	750
50. Walkways (Trails and Sidewalks)	G	C		1,000	1,000	1,000	1,000	4,000		4,000
51. VDOT Sidewalk Repairs/Replacement	G	C	300	300	300	300	300	1,500	1,500	3,000
52. Cross County Trail	G, X	4,556		722	722			1,444		6,000
53. Little River Turnpike Pedestrian Bridge	X	575						0		575
54. Columbia Pike Trail	X	0	103					103		103
55. Great Falls Street Trail	X	0	593					593		593
<b>Pedestrian Initiatives Subtotal</b>		<b>5,131</b>	<b>3,788</b>	<b>4,718</b>	<b>3,037</b>	<b>1,375</b>	<b>1,375</b>	<b>14,293</b>	<b>1,875</b>	<b>21,299</b>
<b>GRAND TOTAL</b>		<b>\$336,141</b>	<b>\$65,511</b>	<b>\$112,049</b>	<b>\$52,535</b>	<b>\$48,595</b>	<b>\$35,125</b>	<b>\$313,815</b>	<b>\$142,025</b>	<b>\$791,981</b>

<b>Key: Stage of Development</b>	
	Feasibility Study or Design
	Land Acquisition
	Construction

**Notes:**  
Numbers in bold italics represent funded amounts.  
A "C" in the Authorized or Expended Column denotes a continuing project.

<b>Key: Source of Funds</b>	
B	Bonds
G	General Fund
S	State
F	Federal
X	Other
U	Undetermined